## GENERAL NEWS OF INDUSTRIES

A special to the Philadelphia Record from New York says the formal plan for the reorganization of the Reading Bailroad company will be presented to the receivers of the company. While the details of this plan have been care-fully guarded it is considered absolutely certain that no assessment of the stock and junior securities is contemplated. The stock and preference bond-holders will be asked, however, to subscribe to an issue of 5 per cent. collateral trust bonds at a fair price, \$10. 000,000 of which, backed by \$15,000,000 securities, are now in the company's treasury. The refunding of the general mortgage coupons for the period of five years and the creation of a voting trust during the period of refunding is another provision, though the voting trust features is susceptible to a change in favor of a representation on the board of managers of the general mortgage and preference income bondholders. The \$2,000,000 or more of equipment notes coming due are also to be taken care of and a new car trust will likely be created. As to the funds necessary to carry out the provisions of the proposed plan it is well known that Philadelphia has al-ready under written \$3,100,000 of the amount requisite to refund the general mortgage coupons and could readily have raised the balance. The receivers of the Reading company, having given assurance of their hearty co-operation in the matter of re-organization and the principal features of the proposed plan having been thoroughly can-vassed, the prospects of the submission of a re organization plan to the security holders at a very early day are exceedingly flattering.

Application has been made by Fran-ds J. Gowen receiver of the Seuth Jersey Railroad company, to Judge Dallas, n the United States circuit court, for an order to provide for the payment of vages of employes. It was related that the men was not paid during June. July and August and that there is coming to them about \$39,000 for which they hold time checks. The complainant creditors and some of the bondholders of the road were represented by counsel, but before the discussion had proceeded far the judge held that the matter was not at this time in such shape that an order could be made.

The Newport (Coal company, which operates several collieries near Wilkes-Barre, has been in financial distress for some time. Operations were continued, bowever, until Tuesday, when the colliery at Lee passed into the hands of the Lehigh : d Wilkes-Barre Coal company. The Newport company operated under a lesse and the Lehigh and Wilkes-Barre company held a mortgage on the property, which will be advertised for sale at once. It comprises about 500 acres of first class anthracite coal, which is said will yield no less than 11,000,000 tons if operated to its full capacity. As several parties have been negotiating for the lease-hold interest of the Newport company, it is expected that sufficient money will be realized from the sale to satisfy all outstanding indebtedness. Meantime the Lehigh and Wilkes-Barre company guarantee the payment of the employes for the work done during July and August. . . .

A important conference on the affairs of the Philadelphia and Reading railroad was held in New York Tues-day afternoon. It was attended by George Earle, jr., F. L. Tyler, of Phil-adelphia, and by Fred P. Oicott, of New York, and other members of what is known as the Olcott committee of the general mortgage bondholdera' committee. It was agreed to consolidate the Philadelphia commit-tee, of which Mr. Earle is chairman, with the Olcott committee and a sub-committee was appointed to draft a plan for the re-organization of the Reading company. Some time will be occupied with this work. It is regarded as likely that there will be an assessment on the Reading stock and income bonds for which a new security will be given. The coupons on the general mortgage bonds will also be funded for a limited period.

At a recent meeting of the executive and financial committee of the Lake Shore and Michigan Southern Railway company, Monday, D. W. Caldwell, president and manager of the Nickel Plate road, was appointed general man-ager in the place of the late John Newell, who was president and general manager. There was no president ap-pointed, but D. W. Forester was elected as vice president.

The figures which Poor's Manual gives us relating to the freight traffic f our railroads in 1893 plainly disclose he fact that developments are still in ne direction of lower average rates, nd consequently that the struggle for existence waxes fiercer and fiercer. The record presented, as we pointed out when dealing with the passenger business, does not cover a uniform period, but takes in all returns made up to the close of the various fiscal years of the several companies reporting. The period of depression is, therefore, only partly represented, those statements made which come down only to June 30, or even to an earlier date, as they do in a few instances, of which Rock Island and the Chicago and Northwestern may be cited as the most important examples, reflecting a period when traffics were good rather than otherwise. The result is that we have an unusual increase in tonnage and ton milesge, but for the reason stated, the falling off in rates, no such corresponding increase in earnings.

In order to make profits under such conditions, managers have before them a task which it seems is destined to present new phases and difficulties without end. There has not been a year when the average was as low as in 1893, and inferentially not a year when earnings were in more demand to meet the requirements of the operat-ing department. The fact that no step in the other direction appears to be possible long ago demonstrated that capital outlays were necessary in order to provide facilities to meet such a condition, if the vast sums already invested were to continue to receive any remuneration at all. As it is we are reminded by the statistics which are reminded by the statistics which emanate from trustworthy sources, every now and then, that the rate of profit progresses towards the diminishing point, showing that what has been done to avoid its actual disappearance has not been too well done, nor done any too quickly.

Last Friday the Woodward colliery of the Delaware, Lackawanna and Western Coal company broke its former record by 108 cars. Some months ago they broke the record by hoisting 1,400 cars, which was a banner

hoist up a deep shaft. The hoist made on Friday was 1,503 cars, which was done in ten hours, the number of tons amounting to 3 150. The throttle was handled by Engineer Thomas Smith without a mishap. Superintendent W. O. Williams and Assistant Superintendent William Beacham were at work, both in and out of the mine, arranging their forces of man. ranging their forces of men.

The Portage Iron works, at Duncans ville, resumed operations in all the de-partments. The resumption ends an eight-months' strike among the pud-diers, who have finally accepted the wages of \$2.75 per day, the rate first offered by their employers. The works will go on double turn, and will employ 550 men.

Fire, presumably of incendiary origin, on last Saturday destroyed the Hum-holdt colliery at Hazleton. There was no fire about the building whatever, and it has not been in operation for some months. Linderman & Skeer, the operators, had been removing machinery from it, and the most valuable en-giues were not in the blaze. The total loss to the company will be about \$10,-

MINOR INDUSTRIAL NOTES:

After five months of idleness the Couloch Coal company, near Hazleton, began operations yesterday.

J. P. Walsh has just completed his thir tieth year as general master mechanic of the Louisville and Nashville.

The Chicago, Milwaukee and St. Paul will enlarge its shops at West Milwaukee and give employment to 1,800 men. During August the Pennsylvania rail road sent west over its main line 62,564 cars and east 66,527, a total of 129,091.

Frank Chandler, late general passenger agent of the Wabash, leaves an estate valued at \$00,000. It is largely in stocks and bonds of good standing. Bruce Chandler, his brother, is now looking up his property. He left no will.

The Chesapeake and Ohio is making improvements at Catlettsburg that will cost several bundred thousand dollars, including an expensive iron bridge across the Big Sandy river and elevated tracks through Catlettsburg.

A number of western roads are closing the less important stations and dismissing the agents. On the St. Joseph and Grand Island road notices of the closing of a lozen or more stations have been sent out This is partly due to the failure of the crops and partly to the fact that the inhabitants of such towns have moved away.

FINANCIAL AND COMMERCIAL.

Stocks and Bonds.

NEW YORK, Sept. 5,—As in yesterday the stock market continued entirely pro-fessional in its character with this difference, however, that today operators were inclined to be bearish, whereas yesterday the bullish sentiment was in the ascend-ant. At the start certain railway issues ran off 1/2 to 1/2 per cent., while Sugar, Western Union, Lake Shore and Lead advanced as much. The early loss was soon recovered, however, notwithstand-ing foreign and local selling to realize profits. The improvement was based partly on the favorable railway earnings for the fourth week and month of August, and the statement by Pennsylvania rail-road officials that west-bound traffic was picking up at a satisfactory rate. Subsequently the market drifted into duliness and this resulted in a general decline of 34 to 2 per cent. In the last hour there was a fractional rally but owing to a renewed selling movement in American Sugar which carried that stock down to the lowest point of the day the recovery in which carried that stock down to the lowest point of the day, the recovery in the general list was lost. The market in consequence closed barely steady. The transactions were smaller than on yesterday, footing up only 180,000 shares against 178,000 on Tuesday. Net changes show losses of 35 to 14 per cent.

The range of tolay's prices for the active stocks of the New York stock market are given below. The quotations are furnished THE THRUNG by 6, do B. Dimmick manner.

gives below. The quotations are farnished THE THIBUNE by G. du B. Dimmick, manager of Willia a Linn Allen & Co., stock brokers, 412 Spruce street, Scranton. Open- High- Low Clos-

	ing.	ost.	est.	Clos-
	Am. Cot. Oil 34	34	34	ing.
Ė	Am. Cot. Oil 34 Am Sugar	106	104	10416
2	A. T. & S. F 776	814	754	784
	Can. So	5244	525	50%
	Chespeake & Ohio 21%	2194	2114	2166
	Chie. Gas 7494	7434	7394	7396
	Chic & N. W107	107	10644	10654
1	Q., B. & Q	7894	7734	77%
	C. M. & St. Paul 0636	6734	6694	6876
	Chicago, R. L. & Pac. 66	(634	6654	6654
t	D. & R	135	135	135
3	D., L. & W 1684	168%	16816	18934
9	D. & C. F 1884	1954	1896	1846
311	G. E. Co 4178	413	4134	4196
1	Ills, Cent	485.00	13211	****
1	Lake Shore137	187	197	187
ı	L. & N	5694 12056	120	5634 120
,	Mich. Cent.	**0.04E	And	1.0
3	Miss. Pac 3014	3076	3014	3016
	Nat. Cordage 1956	1994	19%	19
1	Nat. Lead 4844	4334	4334	4834
М	New Jersey Cent	23.77	2200	
	N. Y. Central 19134	10194	10154	10194
e i	N. Y. & N. E. N. Y. L. E. & W 1616	1636	1616	4445
,	N. Y., S. & W 16%	1036	1642	1636 1634
31	N. Y., S. & W., pr.,	AUJR	4094	1074
	North Pac 536	6	514	536
ш	North Pac. pr 2214	2214	2154	2156
П	O. & W 1756	1784	1794	1754
а	Phil & Reading 2214	2212	2134	2154
ŝ	Rich & W. P 1894 T., C. & L	1916	18%	19
	Texas Pac 10%	1084	10%	1096
1	Union Pacific 14	14	14	14
4	Wabash 796	786	736	796
Я	Wabash pr 1676	17%	1636	1716
	Western Union 91%	92	9114	9154
П	CHICAGO BOARD OF TRADE PRICES.			
U	Open-	High-		Clos-
	TOTAL TO A PRE	est.	est.	ing.
	Sept 5884	5374	5336	5356
	Dec 5676	5738	5694	5639
ı	OATS.	00	200.0	mon.
	Sept. 29%	30	2994	2954
6	CORN. May			
	Sept	5734	5614	5056
5	Dec 53%	5416	5376	5334

New York Produce Market.

New York, Sept. 5.-FLOUR-Dull, WHEAT-Fairly active for exports, firm WHEAT—Fairly active for exports, firm; No. 2 red store and elevator, 58c; affoat, 58a58½c; £.o. b., 58½a59½c; ungraded red, 52a58c; No. 1 northern. 63¾c; options closing steady at ½a¾c. down; December most active; September, 58c; December, 61c; May, 65½c. CORN—Dull, stronger; No. 2, 64½a65c; eevator, 65c. affoat; options were moderately active and firm at ½s¾c. advance; May and December most active; September, 62½c; October, 62½c; November, 61½c; December, 58½c; May, 57½c.

62%c.: October, 62%c.; November, 61%c.; December, 58%c.; May, 57%c.
OATS—Dull, steady; options dull, firmer; September, 34c.; October, 35c.; November, 36c.; December, 37c.; May, 40c.; Spot prices, No. 2, 83%a34c.; No. 2, white, 80%a36%c.; No. 2 Chicago, 34%a 34%c.; No. 3, 33c.; No. 3 white, 36a36%c.; mixed western, 34a35c.; white do., 35a4ic.; white state, 35a41c.; white state, 35a41c.; white state, 35a41c.; BEEF—Steady, quiet; family, \$10.00a 12.00; extra mess, \$8.00a8.50.
BEEF HAMS—Dull; \$22.00.
Theroed BEEF—Quiet, firm; city extra

BEEF HAMS-Dull; \$22.00.

TIEBCED BEEF-Quiet, firm; city extra india mess, \$17.00.

CUT MEATS-Quiet, steady; pickled bellies, 12 lbs, 8%c; pickled shoulders, 7c; pickled hams, 11%a12c; middles nominal.

LARD — Quiet, firm; western steam 82; city, 8%a8%c; September, 80; refined, dull, firm; continent, \$9.35; South America, \$9.50; compound, 6%a6%c.

PORK-Active, firm; mess \$15.50a15.75; extra prime, \$13.50.a14.

BUTTER — Moderately active, steady; state dairy, 14a22%c; do. creamery, 15a24c; do. factory, 18a16c; elgins, 24c; creamery, 15a18c.

CHEESE — Moderate demand, steady;

15alSc.
CHEESE — Moderate demand, steady:
state large, SaiOic: fancy, 10%alOic:
do. small, 8%alOic.; part skims, 4aSic.;
full skims, Sasic.
EGGS—Choice, firm, and fairly active:
state and Pennsylvania, 18al8ic.; ico
house, 14%al6c.; western fresh, 15al7ic.;
do., per case \$1.75a8; Canadian, 17%al8c.

NOT OUT OF THE MODE.

Sifk Is Very Popular, but All Wool Fabrics Are Still Worn.

Although silk is so much worn this season, fine wool fabrics are by no means out of the mode. All the old standard weaves are shown in the new colors, while crepons, both all wool and silk and wool mixed, are seen with new variations. They may be self trimmed or combined with satin and moire. The latter is worn in all colors, al-



GREEN CREPON COSTUME.

though black seems to be the favorite, as it always is in moire. Pretty woolen gowns are made with a yoke or vest, belt and gigot sleeves of bengaline or moire, the skirt being trimmed with bias silk bands to match, or the sleeves may be of the woolen goods, with a balloon puff of silk reaching from shoulder to elbow. Fine gimp or galloon trimming is used as a finish.

The popularity of silk seems to have given a fresh impetus to the ribbon trade, and ribbons are shown in an unusually wide range of color, width and style. Satin faced moire and double, faced satin or pean de sole come in beau, fully soft, rich qualities, and satin backed velvet ribbon may be found in all the fashionable shades, but grosgrain ribbon seems to have gone out in company with grosgrain silk-both are invisible. Ribbon is much used this year not only for millinery, but for trimming costumes in bows, bands and ruffles, and is a particularly pretty garniture for light summer goods, such as muslins, nainsooks and challies. It is not confined to the trimming of thin gowns, however, but is used on heavier toilets and wraps by itself or com-

bined with black, white or cream lace. An illustration is given of a summer walking costume composed of thin lettuce green crepon. The skirt is plain on the right side, but is draped over the left hip, the drapery being held in place by a large silver buckle. The back of the skirt has no trimming, but the front and sides are ornamented with two oblique bands of wide white moire ribbon. The plain round bodice fastens invisibly under the left arm, the back being in one piece, plaited in at the waist. A double band of ribbon is carried from the under arm seam on the right side across the front to the left shoulder, where it is fastened under a bow with long ends, and a ribbon belt confines the waist. The gown has gigot sleeves.

THE LINEN DUSTER'S DAY DONE. The Passing of a Fright and the Coming of

Pretty Dust Cloaks. The linen duster of 30 years ago has entirely disappeared. It was a strictly utilitarian garment, suggesting overalls, in-geniously constructed so as to not only cover and protect the gown, but conceal every good point of the wearer, emphasizing the bad ones if there were any. A more unbecoming article of apparel could not be de-



GRAY CLOTH DUST CLOAK.

vised, and how women ever persuaded themselves to appear in such attire is a marvel. But we have changed all that. The linen duster is obsolete, and in its place we have dust cloaks made of surah, gloria silk or thin worsted goods, fashionably cut, carefully made, becomingly trimmed and well fitting. Buttons, stitching, braid, passementeric and guipure may be used as a garniture, although all heavy trimming should be avoided, as these dust cloaks are strictly not weather garments, and lightness a desideratum. They not only protect the dress from dust and cinders, but as the costume is completely covered it is possible to wear on hot days the thinnest sort of muslin gown under the clonk

without the fact being apparent. There is an unwritten law, which no well bred woman ever infringes, against wearing in the street a bodice thin enough to allow the arms and neck to appear through the stuff, but a loose coat of thin silk conceals the diaphanous gown and adds little to the warmth of the wearer. These cloaks are becomingly made, with a snugly fitting back and straight front confined by a loose girdle, or they may have a guipure covered yoke and a full front. The sleeves are usually loose and often made in bishop fashion. As to material, surahs and thin cloths are

used in all the duller shades. A sketch is given of a dust cloak in thin silver gray cloth trimmed with silver but-tons. It is close fitting in the back, while the front hangs straight from the shoul-ders. The large revers, extending below the waist and sharply hollowed out at the top, are fastened back by buttons. The pockets, placed high on the hips, are also adorned with buttons, as are the close cuffs of the bouffant sleeves. The plain standing collar is surrounded by a flaring ornamental collar lined with silk. The black straw hat which accompanies the cloak is trimmed with black ostrich tips.

JUDIC CHOLLET.

Sunrise on Mount St. Elfas. In the morning I was awakened by the croaking of a raven on the snow immediately over my head, and found that the soft blue light of my grotto was replaced at the entrance by a pink radiance, telling that the day had dawned bright and clear. What a glorious sight awaited me! The heavens were without a cloud, and the sun shone with dazzling splendor on the white-robed mountains. The broad, unbroken snow plain seemed to burn with light reflected from millions of snow crystals. The great peaks were draped from base to sum-mit in the purest white, as yet unscarred by avalanches. On the steep cliffs the snow hung in folds like drapery, tier above tier, while the angular peaks above stood



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out like crystals against the sky. St. Elias was one vast pyramid of alabaster. The winds were still. Not a sound broke the winds were still. Not a sound broke the abselt moved. Even the raven had gone, leaving me alone with the mountains.

As the sun rose higher and higher and made its warmth felt, the snows were loosened here and there on the steep slopes and broke away, gathering force as they fell, and rushed down in avalanches that made the mountains tremble and awak ened the echoes with a roar like thunder From a small beginning high up on the slopes the new snow would slip downward, silently at first, and cascade over preci-pices hundreds of feet high, looking like a fall of foaming water; then came the roar, increasing in volume as the flowing snow involved new fields in its path of destruc-tion, until the great mass became irresistible, and plowed its way downward through clouds of snow spray which hung in the air long after the roar of the avalanche had This bank offers to depositors every facility warranted by their balances, busi-ness and responsibility. Special attention given to business ac-counts. Interest paid on time deposits.

All day long, until the shadows of evening fell on the steep slopes, this mountain thunder continued. The echoes of one avalanche scarcely died away before they were awakened by another roar. To witness such a scene under the most favorable conditions was worth all the privation and anxiety it cost .- Israel C. Russell in Century.

Printers' Epitaphs. One of the oldest epitaphs upon a printer is that inscribed upon a monument erected in St. Mary's church, Datchet, to Chris-topher Barker, at one time printer to Queen Elizabeth. It runs as follows: Here Barker lies, once printer to the crown, Whose works of art acquired a great renown; Time saw his worth, and spread around his

That future printers might imprint his name. But when his strength could work the press no

And his last sheets were folded into store— Pure faith, with hope (the greatest treasures given). their gates and bade him pass to

beaven. In a different strain is the next epitaph we shall quote. It purports to be written by the defunct himself, but whoever wrote it showed a pretty turn for making a merry quip of a serious topic. No better idea of death being a release from cares and troubles could be conveyed than in the fol-

No more shall copy bad perplex my brain: No more shall type's small face my eyeball: No more the proof's foul page create me troubles

lowing lines:

By errors, transpositions, outs and doubles; No more to overrun shall I begin; No more be driving out or driving in.
The stubborn pressman's brow I now may scoff,
Revised, corrected, and finally worked off.

Here is a curt complaint: Weary of distributing pye,

Pressed out of life, I now must die.
Procut my stick, my fount is sped,
My case is empty, as in life my head;
In fact, my last impression is—I'm dead.

-Manchester Times. Modern Conversation.

Talleyrand, looking back, declared that he who had not lived before the French revolution knew nothing of the charm of living. Now, however, in England at least, conversation, like letter writing and a hundred other social joys of a quiet and leisurely age, is fled, and in their place we have telegrams, slang and slovenliness. There seems to be a general agreement that in our time conversation is in a bad way. Without repose, without a certain strain of old world courtesy, without manners, in short, conversation is impossi-ble. Many will agree with M. Renan, who finds this to be a pushing, selfish, demo-cratic age, of which "first come first served" is the rule, and which has ceased to pay any heed to civility. Nor is this a question only of manners.

When the philosopher Schopenhauer used to dine in tail coat and white tie at the table d'hote in Frankfort he used daily to place a gold piece beside his plate.
"That," he explained when asked, "is to
go to the poor whenever I hear the officers
discuss anything more serious than women, dogs and horses." The gold piece always reappeared, and I fear it would do so in places nearer than Frankfort. Forty years ago Sir Arthur Helps in "Friends in Coun-cil" pronounced the "main current of so-ciety dreary and dull." It has not improved since,-Gentleman's Magazine.

In China soapstone is largely used in preserving structures built of sandstone and other stones liable to crumble from the effect of the atmosphere; and the covering with powered soapstone in the form of paint on some of the obelisks in that country, composed of stone liable to atmospheric deteriortion, has been the means of preserving them intact for hundreds of years.

The number thirteen is supposed by many to be unlucky, and if they find themselves one of a party of that number they will depart with haste. But why should not the number thirteen be just as lucky as twelve, fourteen or any other number? Many instances could be cited to establish this principle were it neces-

Some of the Icelandic lakes are studded with volcanic isles, miniature quiescent strombelis, whose craters rise from bases green with a prolific growth of angelica and grasses. Even in the bosom of the sea, off the coast, there are hidden voicanoes,

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F. L. BROWN, Arch B. Architect, Price building, 126 Washington Ave., Scranton.

MISCELLANEOUS. BAUER'S ORCHESTRA - MUSIC FOR balls, picnica, parties, receptions, weddings and concert work furnished. For terms address R. J. Bauer, conductor, 117 Wyoming ave., over Hulbert's music store.

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## CENTRAL RAILROAD OF N. 3.

LEHIGH AND SUSQUEHANNA DIVISION Anthracite coal used exclusively, insuring cleanliness and comfort.

TIME TABLE IN REPRCT MAY 20, 1894 Time Table in Effect MAY 2), 1594.

Trains leave Scranton for Pittaton, Wilkes-Barre, etc., at 8:2), 9.15, 11:30 a. m, 12:50, 2.03, 3:30, 5:00, 7:25, 11:05 p. m. Sundays, 9:00 a. m., 100, 215, 7:10 p. m.

For Aslantic City, 8:20 a. m.

For New York, Newark and Elizabeth, 8:23 (express) a. m., 12:50 (express with Buffet parlor car), 3:30 (express) p. m. Sunday, 2:15 p. m. partor car, one capture, plants of the partor car, one capture, p. m.

For Mauch Chunk, Allentown, BethleHem, Easton and Philadelphia, 3.20 a.m., 12.50, 3.30, 5.00 (except Philadelphia) p. m.

Sunday, 2.15 p. m.

For Long Branch, Ochan Grove, etc., at 8.20 (with through car) a. m., 12.50 p. m.

For Reading Lebanon and Harrisburg, via Allentown, 8.20 a. m., 12.50, 5.00, p.m. Sunday, 2.15 p. m.

Alientown, 8.20 a. m., 12.50, 5.00, p.m. Sunday,
215 p. m.
For Pottaville, 8.20 a. m., 12.50 p. m.
Returning, leave New York, foot of Liberty
street, North river, at 8.10 (express) a. m.,
1.10, 1.30, 4.30 (express with Buffet parior car)
p. m. Sunday, 4.30 a. m.
Leave Philadelphia, Reading Terminal, 9.0)
a. m., 2.00 and 4.31 p. m. Sunday, 6.37 a. m.
Through tickets to all points at lowest rates
may be had on application in advance to the
ticket agent at the station.
H. P. BALDWIN,
62.

J. H. OLHAUSEN, Gen. Supt.



DELAWARE AND HUD-SON RAILEROAD.

Commencing Monday, July 30, all trains will arrive and depart from the new Lackawanna avenue station as follows:

Trains will leave Scranton station for Carbondale and intermediate points at 220, 545, 700, 825 and 10.10 a.m., 12.00, 2.20 and 5.15 p.m.

For Farriow, Waymart and Honesdale at 7.60, 8.25 and 10.10 a.m., 12.00, 2.20 and 5.15 p.m.

For Albany, Saratoga, the Adrondacks and Moutreal at 5.43 a.m. and 2.20 p.m.

For Wilkes-Harre and intermediate points at 7.45, 8.45, 9.38 and 10.45 a.m., 12.05, 1.25, 2.38, 4.09, 5.10, 6.65, 9.15 and 11.35 p.m.

Trains will arrive at Scranton Station from Carbondale and intermediate points at 7.40, 8.45, 2.35, 7.45, 9.11 and 11.35 p.m.

From Moneadal, Waymart and Farview at 9.34 a.m., 12.00, 117, 3.40, 5.55 and 7.45 p.m.

From Moneadal, Waymart and Farview at 9.34 a.m., 12.00, 117, 3.40, 5.55 and 7.45 p.m.

From Moneadal, Waymart and Farview at 9.34 a.m., 12.00, 13.5 and 11.55 p.m.

From Wilkes-Harre and intermediate points at 2.15, 8.04, 18.05 and 11.55 a.m., 116, 2.14, 3.39, 5.10, 6.08, 7.29, 9.03 and 11.16 p.m.

points via D. & H. R. R. 7.45 a.m. 12.03, 2.38, 11.39 p.m., via D., L. & W. R. R.,6.00,5.08, 11.29 a. m., Lauve Scranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R. 8.45 a.m., 12.05 and 11.38 p. m., via D. L. & W. R. R. 8.36 a.m., 12.05 and 11.39 p. m. Leave Scranton for Rochester, Buffalo, Niagara Falls, Detroit, Chicago and all noints west via D. & H. R. R. 8.45 a.m., 12.05, 9.13.11.33 p. m., via D. L. & W. R. R. and Pittstor Junction, 8.03 a.m., 130, 8.50 p. m., via E. & W. R. R., 3.41 p. m.
For Elmira and the west via Salamanot, via D. & H. R. R. 8.45 a.m., 12.05, 8.05 p. m., via D. L. & W. R. R., 3.41 p. m.
Fullman parior and sleeping or L. V. chair cars on all trains between L. & B. Junction or Wikee-Barre and New York, Philadelphia, Buffalo and Suspension Bridge.

ROLLIN H. WILBUR, Gen. Supt. CHAS. S. LEE. Gen. Pass. Ag't. South Bethlehem, Pa.

DELAWARE, LACKAWANNA AND
WESTERN RAILROAD
Trains leave Scranton as follows: Express
for New York and all points East, 1.40, 2.80,
5.15, 8.00 and 9.50 a. m; 12.55 and 5.50 p. m.
Express for Easton, Trenton, Philadelphia
and the South, 5.15, 8.00 and 9.53 a. m; 12.55
and 5.50 p. m.
Washington and way stations, 3.55 p. m.
Tobyhanna accommodation, 6.10 p. in.
Express for Binghamton, Oswego, Elmira,
Corning, Bath, Danaville, Mount Morris and
Buffalo, 12.10, 215 a. m. and 124 p. m., making
close connections at Buffalo to all points in the
West, Northwest and Southwest.
Bath accommodation, 9 a. m.
Binghamton and way stations, 12.37 p. m.
Nigbolson accommodation, at 6 p. m. and
6 10 p. m.

Blighamton and Elmira Express, 6.05 p. m. Express for Cortland, Syracuse, Oswego, Itica and Richfield Springs, 2.15 a. m. and 1.25 Utica and Richfield Springs, 2.15 a. m. and 1.34 p. m.
Ithaca, 2.15 and Bath #a. m. and 1.24 p. m.
For Northumberland, Pittaton, Wilkes-Barre,
Plymouth, Bloomsburg and Danville, making
close connections at Northumberland for
Williamsport, Harrisburg, Baltimore, Wash
ington and the South.
Northumberland and intermediate stations,
6.00, 9.55 a. m. and 1.30 and 6.07 p. m.
Nauticose and intermediate stations, 8.03
and 11.20 a. m. Plymouth and intermediate
stations, 3.50 and 8.52 p. m.
Pullman parlor and sleeping coaches on all
express trains.
For detailed information, pocket time tables,
etc., apply to M. L. Smith, city ticket office,
325 Lackawanna avenue, or depot ticket office.

ERIE AND WYOMING VALLEY RAIL
Trains leave Scranton for New York and intermediate points on the Erie railroad at 6.35
a.m. and 8.24 p.m. Also for Honesdale.
Hawley and local points at 6.35, 9.45 a.m., and
8.24 p.m. All the above are through trains to and from Honesdale.

An additional train leaves Scranton for Lake Ariel at 5.10 p.m. and arrives at Scranton from the Lake at 8.26 a.m. and 7.45 p.m.

Trains leave for Wilkos-Barre at 5.46 a.m. and 3.41 p.m.



In Effect June 24th, 1894. 205 203 201 202 204 206 Stations

Statio Stations | Hancock Junction | 6 00 | 2 to ... | Hancock | 6 06 | 2 11 | ... | Starlight | 6 18 | 2 22 | ... | 7 38 12 25 10 10 7 38 12 18 10 0 7 22 12 (3) 9 50 7 19 (1239 9 48 Pleasant Mt. Uniondale 7 19 1229 9 48 Uniondale 16 58 3 09 5 68 7 6811 49 9 38 Forset City 7 10 3 19 5 18 6 511 31 9 15 Carbondale 7 24 38 4 5 34 6 4511 130 9 12 White Bridge 7 27 13 38 5 87 76 43 ... 19 0 9 Mayneld 17 21 3 4 5 5 4 5 6 3 11 18 8 5 7 Archibald 7 46 8 51 6 5 6 6 3 11 18 8 5 7 Archibald 7 46 8 51 6 5 6 6 3 11 18 8 5 7 Archibald 7 46 8 51 6 5 6 6 3 7 6 11 18 5 0 Peckville 7 48 8 59 5 5 9 6 5 11 6 7 8 44 0 19 phant 7 22 4 04 6 04 6 2 11 03 8 41 Dickson 7 54 4 07 6 07 6 19 11 08 8 39 Throop 7 56 4 10 6 10 6 10 6 10 10 5 8 30 Providence 8 00 4 14 6 14 6 13 10 5 8 30 Providence 8 00 4 14 6 14 6 13 10 5 5 30 Scranton 8 05 4 20 6 20 P MA MA M Leave Arrivela MF MF M All trains run daily except Sunday.

sengers.
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